

whales up close visitors to the Oceanarium gain a greater appreciation of the special nature of marine mammals and how humans impact their survival in the wild.

On April 27th, Shedd launches a new presentation, "Totally Training". The "Totally Training" experience gives visitors to the Oceanarium the unique opportunity to watch marine mammal presentations evolve daily as the dolphins and other animals learn new behaviors. Shedd's marine mammal presentations educate by showing natural behaviors of animals—such as dolphins porpoising (jumping). After each presentation, Shedd's expert marine mammal trainers will be available to talk to guests one-on-one.

Mr. Speaker, Shedd Aquarium's "Oceanarium Turns 10" celebration highlights a decade of achievements in conservation and education. Since its doors opened in 1991, the Oceanarium has been changing the way Chicagoans and the world think about the environment and marine mammals.

CONGRATULATING THE BEVERLY
HIGH SCHOOL BAND AND CHORUS

HON. JOHN F. TIERNEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2001

Mr. TIERNEY. Mr. Speaker, I rise today to applaud a group of 180 students in my Congressional District who visited Washington, DC yesterday morning to entertain gatherers at the Lincoln Memorial. The Beverly High School Band and Chorus deserves to be commended for the hard work and practice it takes to perform at such a high level, and I ask my colleagues to join me in congratulating them.

In addition to a wonderful experience here yesterday, these students have learned many valuable lessons from being part of this talented and impressive group. Clearly, for a band and chorus to be successful, it must work as one. Teamwork is a lesson these students have learned well, and it will be one that they carry with them as they encounter new challenges in the years ahead.

Practice and perseverance have become second nature to the members of this organization. These are cornerstones of living, and these students already have a strong grasp on these concepts at a young age.

Finally, Mr. Speaker, each one of these students, as well as their teachers and chaperones, have found joy in this adventure that began in the Sixth Congressional District of Massachusetts and ended in glory at the Lincoln Memorial. They have made all the people in the Commonwealth proud of their work, and they have provided examples of leadership to all they know. I wish them all the best of luck in their future endeavors, and I am confident that the lessons they have learned will not be forgotten.

EXTENSIONS OF REMARKS

50TH ANNIVERSARY OF THE TOWN
OF SPRING LAKE, NORTH CAROLINA

HON. ROBIN HAYES

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2001

Mr. HAYES. Mr. Speaker, I rise today to recognize the 50th anniversary of the town of Spring Lake, North Carolina on May 5, 2001. The entire town will be celebrating at the Golden Anniversary Parade, which is to be one of the biggest parades in the town's history. Over 100 entrants, including antique cars, high school marching bands, and floats and cars sponsored by local businesses and civic groups, will participate in the parade. An Arts & Crafts Bazaar, petting zoo, and a fireworks finale will round out the celebration.

In addition to the revelry and excitement of the parade, a new 50-acre industrial park, the first in the town of Spring Lake, will be dedicated and shall be open for business soon. Also joining members of the town that day will be senior officials from Fort Bragg and Pope Air Force Base, along with members of several veterans' organizations, to dedicate the first-ever military memorial in Spring Lake.

Mr. Speaker, I would like to congratulate the all-American town of Spring Lake, North Carolina on its 50th anniversary, and I would ask all of my colleagues to join me in paying tribute to the hard-working, patriotic men and women who make Spring Lake such a great place to live and work.

PERSONAL EXPLANATION AND
STATEMENT REGARDING SOUTH
SUBURBAN THIRD AIRPORT

HON. JERRY WELLER

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 26, 2001

Mr. WELLER. Mr. Speaker, I was unavoidably detained in Springfield, Illinois on April 24, 2001 in order to testify on the merits of the proposed South Suburban Third Airport before the Illinois House Aviation Committee. As a result, I was unable to cast votes for Roll Call votes numbered 85 and 86. Had I been able to be present for votes, I would have voted nay on Roll Call vote number 85, the Motion to Instruct Conferees on H. Con. Res. 83, The Congressional Budget for Fiscal Year 2002. I would have voted yea on Roll Call vote number 86, on motion to suspend the rules and pass H.R. 428 as amended, concerning the participation of Taiwan in the World Health Organization.

Mr. Speaker, I missed these votes because I believe that the development of the South Suburban Third Airport is vitally important to Illinois economy and the Nation's aviation infrastructure. I testified in support of developing the proposed South Suburban Airport and Governor Ryan's appropriation request of \$15 million for land acquisition. If the State of Illinois is to remain economically competitive, the air capacity must be increased. Governor George Ryan's decision to move forward with

land acquisition shows bold leadership to achieve both.

Seventeen years ago, the Federal Aviation Administration ordered the States of Illinois, Indiana, Wisconsin, and the City of Chicago to evaluate the region's future aviation needs and to determine possible solutions. The Chicago Area Capacity Study was formed by Illinois, Indiana, Wisconsin, and Chicago to look for a new site. That study concluded in 1988 that Chicago needed a supplemental airport to relieve overcrowding at O'Hare and Midway. Subsequent studies found there was a need for additional capacity by the year 2000, and that the supplemental capacity should be located at a new South Suburban Airport.

As we now know, the results of that study accurately foretold the future. In 2000, Chicago hit aviation gridlock as the runways, airspace and ground transportation network near the airports reached capacity. Today, peak travel times to and from O'Hare and Downtown often exceed one hour. Remote parking access to or from the terminals can often take 35 to 45 minutes.

The gridlock at O'Hare and Midway not only affects Chicago and its suburbs, but the entire state and nation. When air capacity is limited, airlines focus on the most profitable routes (international route) and ignore less lucrative business (short-range domestic routes). As we have seen, the process of dumping short lower-profit flights in favor of long, higher profit ones has already begun at O'Hare. In the past two years, O'Hare eliminated service to 13 Midwestern markets, but added service to more than 20 foreign cities. This shift has hurt the downstate Illinois economy and limited transportation options for its residents.

Chicago's capacity problems are well-documented. Numerous studies, including ones by the USDOT, the FAA, IDOT and the City of Chicago, conclude that Chicago needs new runways. The question is where.

The Greater Rockford Airport was once considered a possible third airport site. While Rockford is very important to the northern Illinois area, the Illinois Department of Transportation eliminated it as a third airport site in the 1988 study for the following reasons: It was deemed to be too far—97 miles—from the Chicago Business District. Rockford is 50 miles past Elgin, which is at the edge of the Chicago urbanized area. The Peotone site abuts the edge of suburbia and is 35 miles from Downtown Chicago. The Rockford market area for obtaining origin and destination passengers was too small for a major commercial airport. In comparison, the Peotone site has 2.5 million people living within a 45 minutes drive. According to the latest census data, Will County is one of the fastest growing areas in Illinois. Two rivers border the Greater Rockford Airport, thus hampering any growth possibilities for longer runways. Additionally, the expanded airport boundaries and accompanying noise contours would severely impact many Rockford residents.

Gary Indiana Municipal Airport also has been considered. However, Gary has very little room to grow. Expanding Gary to a size comparable to the Peotone site would require relocating the Indiana Tollway, the Calumet River, 47 miles of railroads, 1,000 acres of wetlands, several toxic landfills, and about